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DETROIT

A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER | TRUCK | PARTS, SHOP EQUIPMENT | TIRES | ACCESSORIES

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$5,000,000 Building Program Announced By Cadillac Motor Co.

Detroit, Mich., March 21.—In line with the General Motors expansion program all over the world, the Cadillac Motor Car Company has begun a $5,000,000 building and equipment program, involving six separate projects, according to an announcement by Lawrence P. Fisher, president.

The new building program will give the Cadillac Motor Car Company an annual capacity of 60,000 cars, an increase of 50 per cent. over its present production, and will make possible an annual business volume approaching $200,000,000.

The new program contains six separate projects. These include a new four floor automatic screw machine building to cost $750,000 with equipment; a $340,000 addition to the present iron foundry; a new fourth floor to the chrome-copper-nickel plating division estimated at $275,000; a four story engineering building comprising 114,000 square feet; extensive additions to the La Salle assembling unit, and an investment of more than $500,000 in property adjacent to the main Cadillac structure for expansion as yet unannounced.

"Our decision to embark on this extensive expansion," said Mr. Fisher, "is the result of Cadillac's constant growth in sales during the last four years. It is also in anticipation of further growth during 1929 and 1930.

"Our expansion will necessarily be accompanied by a corresponding expansion in those portions of the Fisher Body Corporation and the Fleetwood Body Corporation engaged in producing bodies for both Cadillacs and La Salles as well as in other General Motors units which supply us with various motor car equipment."

With the new program Cadillac's investment in land, plant and equipment will have been increased by $26,000,000 since Mr. Fisher became president, April 17, 1925.

NEW BRAKE TESTER AND DRUM LATHE PERFECTED BY BENDIX CORPORATION

Detroit, March 21.—The Bendix Corporation has perfected two new products which will be marketed through the Bendix Service Corporation, it was announced today, coincident with the launching of plans for an expansion of the chain of service stations.

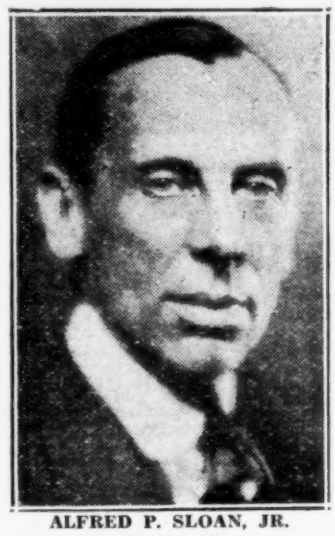
The brake tester and the brake drum lathe, which have been perfected at the South Bend plant of the Bendix Corporation, will be placed upon the market immediately. The machines were primarily designed for use in the stations to be operated by the Bendix Service Corporation, but it has been decided to sell these products to outside shops and garages.

It is announced that the Bendix Service Corporation has six stations operating; three of them in Philadelphia and one each in Detroit, Chicago and South Bend. An additional station each will be opened in the near future in Chicago and in Philadelphia.

HUPP ACQUIRES ATLAS PLANT AT FOSTORIA, O.

Toledo, March 21.—Hupp Motor Car Corporation has acquired Atlas Manufacturing Company plant at Fostoria, O., and will install $500,000 worth of new equipment so that all Hupp crank shafts can be made there starting May 15, according to W. F. Adelsperger, treasurer of Atlas Manufacturing Company.

Sloan Sees Used Car As Aid in Conquest Of Germany by G. M.



ALFRED P. SLOAN, JR.

Berlin, March 21. — Alfred P. Sloan, Jr., president of General Motors Company, in an address to the employees of the Borsigwalde Works, near this city, yesterday said that his company looks to the transplanting of the used car idea in Germany to aid in the conquest of the German European market.

He said that the American system of rapid turnover and tremendous sales of used cars at prices as low as $100 could be brought to Europe and used to popularize motor transport and private car ownership. High prices and taxation, he said, were the chief obstacles to ownership, and he believed both could thus be overcome, as taxes possibly would be reduced for used cars.

In connection with the purchase of stock in the Adam Opel Company he denied the Borsigwalde Works would be discontinued. He said both companies had been able to grow independently in the past and would do so in the future.

ILLINOIS PASSES THREE CENT GAS TAX BILL

Springfield, Ill., March 21.—A tax of 3 cents a gallon on gasoline was approved by the Illinois Legislature when the House passed a Senate bill for the levy 94 to 50, and sent it to Gov. Louis L. Emmerson for signature.

February Car, Truck Production Greatest in History of Industry

Department of Commerce Confirms Estimate of N. A. C. C. With Announcement That 497,371 Unit Output Exceeds Record of August, 1928, by 4,828

Special from A. D. N. Washington Bureau.

WASHINGTON, March 21.—Passenger car and truck production figures for the United States and Canada for the month of February, released today by the Department of Commerce, confirm the announcement of the National Automobile Chamber of Commerce, published in Automotive Daily News on March 9, that it was the biggest February output on record. Moreover, the government figures, exceeding by several thousand the N. A. C. C. estimate, also establish last month's motor vehicle output as the greatest in the history of the industry.

The report of the Department of Commerce today gives the total February production as 497,371 units, which represents a gain of 4,828 over the previous record month of August, 1928, when car and truck production for the United States and Canada totaled 492,543 units. The N. A. C. C. had estimated total February, 1929, output at 490,000 units. Production of its own members for the month was 342,344 cars and trucks.

In the United States alone, production in February totaled 466,084 units, made up of 407,589 passenger cars and 58,495 trucks. This represents an all-time record for passenger car production, the previous high mark being August, 1928, when 400,593 passenger cars were manufactured.

The February truck output of 58,495 is the second highest on record; the honors still belong to August, 1928, when 60,705 commercial vehicles were built in the United States.

Total United States production of 466,084 units in February compares with 400,715 passenger cars and trucks manufactured in January, and 323,796 in February, 1928.

Combined January and February, 1929, production of cars and trucks in the United States and Canada was 919,587, as compared with the

(Continued on Page 4)

Ply-Wood Plant for Fisher at Seattle

Seattle, Wash., March 21.—Construction of the new plant of the Fisher Body Corporation here will be completed within sixty days and the manufacture of ply-wood for Fisher bodies will be started at once, according to a statement by W. F. Webb, manager, in a speech at the March meeting of the Northwest Section, Society of Automotive Engineers, held here.

Mr. Webb explained the process of ply-wood manufacture and said that when the new plant is completed this work will be carried up to the point of actual body building. The wood will then be shipped to the body building plants. At the present time the raw wood is shipped to Detroit, where it is fabricated into ply-wood and shipped to the body building units. Plywood, he said, is already being extensively used for body sills.

The meeting of the society at the Bergonian Hotel was one of the largest held in this section and attracted more than sixty members from Washington and Oregon, with several members coming from Portland to attend.

Motor lubrication was the chief topic. Errol S. Evans spoke on the "Story of Petroleum." Hugh Swartz of the Dual Manufacturing Company, manufacturer of Dual oil burners and lubricators, described a new system of overhead valve lubrication employing a vacuum control valve.

The next meeting of the section will be held at Portland April 20. "Motor Bus Transportation" will be the topic.

JOHN HERTZ SELLS HIS ST. LOUIS BUS INTERESTS

St. Louis, March 21.—Control of Peoples Motor Bus Company of St. Louis has been sold by John Hertz interests for approximately $1,750,000 to the International Utilities Corporation, which owns and operates public utility properties in the Untied States and Canada. The sale is in line with the recently announced intention of Hertz to retire from all business activities. Omnibus Corporation has an interest in the St. Louis line.

WILLARD L. VELIE, JR., DIES AT AGE OF 35

Moline, March 21.—Willard L. Velie, Jr., 35, head of Velie Motors Corporation since the death of his father last fall, and president of the Mono Aircraft Corporation, which this week was sold to Allied Aircraft, Inc., St. Louis, died at noon yesterday in the home of an employee of the airplane factory, where he had stopped to confer about work at the plant.

Heart trouble, from which he had suffered the last two days, caused his death.

The Velie Motors Corporation suspended production soon after the elder Velie's death, and the young man planned to join the St. Louis Aircraft Company in an executive capacity with the sale of the plant. Mr. and Mrs. Velie expected to leave this evening for Arkansas because of Mr. Velie's ill health.

AUBURN SHOWS MARKED GAIN IN EXPORT SALES

Auburn, Ind., March 21.—Export sales of the Auburn Automobile Company for the first two months of 1929 amounted to $574,217, or approximately one-fifth of the total for entire year of 1928, it was announced today.

Export sales in 1928 were $2,715,002, as compared with $2,336,000 in 1927. Exports for January and February of 1929 were 497 cars, and the number for the year 1928 was 2,229. January, 1929, showed an increase of 59 per cent. in export sales over January, 1928, while February, 1929, sales were 185 per cent. in excess of those for 1928. During 1928 there was an increase of 32 per cent. in the number of foreign dealers for Auburn. At present there are 107 distributors in all parts of the world.

MARMON PRODUCTION REACHES NEW RECORD

Indianapolis, March 21.—A. R. Heiskell, vice-president of the Marmon Motor Car Company, reported today that the company has been steadily increasing its production since the first of this month due to the heavy demand for its new Roosevelt and Models 68 and 78 cars. During the past four days shipments were made at the average rate of 200 cars a day, Heiskell said, and a daily production schedule of 250 cars will start at once. This is by far the largest production attained by Marmon in its meeting.

Silver Fleet Runs 310,000 Tire Miles With 3 Punctures

Akron, O., March 21.—With but little more than six weeks gone of the year which the Goodrich Silver Fleet will consume in its zigzag cricle of the United States, the young college cavaliers who pilot the fleet have pushed their fifteen cars over 5,000 miles of varied roads in weather as they found it. Commander H. R. Schaeffer and his adventuresome crew who are discovering and exploring America over its highways and byways report 310,000 tire miles with but three punctures.

Waco, Tex., March 21.—Departing from Waco yesterday under low hanging cloudy sky the Silver Fleet pointed its course toward Dallas. Official stops were made en route in Mexia and Corsicana, where local car dealers met the fleet at the city limits and participated in a parade through the town.

Rough roads were encountered for about fifty miles. Aerial views of the fleet were taken from the Goodrich airplane. Rain greeted the fleet when it entered Dallas where preparations have been made for a big reception today.

Expect 45,000,000 Persons To Take Motor Tours in 1929

Special from A. D. N. Washington Bureau

Washington, March 21.—More than 45,000,000 persons will take vacation motor tours in 1929 and will spend $3,500,000,000, it was estimated yesterday at the fifth annual conference of secretaries and managers of A. A. A. motor clubs.

The national motoring body says this estimate represents the normal increase in motor touring brought about through improvement of the motor car and paved highways.

William P. McCracken, Jr., assistant secretary of commerce for aeronautics, and Horace M. Albright, director of national parks, attended the conference yesterday at lunch, and in the afternoon group meetings were held for discussion of motor club work.

The initial session got under way with an address by Merle Thorpe, widely recognized business authority. "America has a distinct flair for team work," he said, "and the result has been that the United States is showing her industrial tail lights to the rest of the world."

Charles C. Janes, secretary of the A.A.A., presided at the opening general meeting and Prof. C. D. Hardy of the School of Speech, Northwestern University, discussed "Public Speaking for the Business Man." Thomas P. Henry, president of the A. A. A. welcomed the delegates at luncheon in the hotel, and greetings from Canada were extended by T. C. Kirby of the Montreal Motor League.

Among the prominent guests in attendance were Senator Fess of Ohio; William E. Butterworth, president of the United States Chamber of Commerce; Alfred Reeves, general manager of the National Automobile Chamber of Commerce, and Col. A. E. Barber, director of the National Conference on Street and Highway Safety.

Fourteen White Buses in Driveaway

ONE OF THE LARGEST bus driveaways in recent months left the White Company factory, Cleveland, last week, when fourteen White six-cylinder parlor car coaches started overland for Wilkes-Barre, Pa., for delivery to the Frank Martz Coach Company, Inc. The buses will be placed in service at an early date between Buffalo and New York city. Above are shown three of the new models.

Newark Dealers Active in Social, Business Fields

Newark, N. J., March 21.—Dealers and distributors of Newark, despite increased sales this month, are combining business with pleasure.

Ray E. Nash, manager of the local Reo branch, entertained his departmental managers at dinner in the Newark A. C. His guests were: John Walker, assistant manager; Charles R. Lynch, sales manager; L. M. Kress, service manager; E. C. Schelling, used car manager, and E. L. Bell, credit manager.

J. W. Mason, president of J. W. Mason & Sons, local Peerless distributor, left Newark last week for a Southern trip. With him was Mrs. Mason. They drove a new Peerless sedan and their itinerary includes many thousands of miles of driving over the none too good Southern highways. Mrs. and Mrs. Mason expect to return to Newark in about a month.

The executive heads of the DeCozen Motor Company of Newark held their semiannual get-together in New York. Albert DeCozen, general sales manager; Mark Manship, wholesale manager; George Wolfe, credit manager; Guy Overman, assistant wholesale manager, and Charles Dallas Reach, advertising manager, made up the party.

H. C. Julian carried off the chief honors of the Mallon Motor Car Company in February, E. A. Neubeack was second and G. M. Russell third. J. E. Stewart and W. R. Roberts are additions to the new car sales fore. F. A. M. Duffy and J. H. McCarthy were tied for sales among the used car staff.

Another Reo dealership is soon to be opened in this city, when the doors of the South Newark Reo Company are thrown open at 14 Elizabeth Ave. E. E. Hall will be in charge as manager.

Jack Lawrence of the Lawrence Motor Car Company, local Auburn distributor at 390 Halsey St., announces the appointment of another local Auburn dealer, the Scott Motor Car Company, with headquarters at 453 Central Ave.

Salesman Smith of the local Reo branch, has the credit of selling the first of the new Reo Gold Crown two-ton speed wagons. The sale was consummated a few days ago, and the purchaser was the American Cirrus Engine, Inc. of Bellevile, makers of the Moth airplane.

Plans Short Wave Radio Hook-Up to Direct Cab Fleet

Akron, March 21.—Two businesses operated by Allen T. Simmons of Akron—the Akron Taxicab Company and broadcasting station WADC—are to be linked in a novel manner soon under plans worked out by Simmons.

He proposes to install in his taxicabs short-wave receivers and then, combining his taxi headquarters and his broadcasting station, he plans to use the radio to send orders to his drivers.

Duluth Reports Brisk Sales in New And Used Cars

Duluth, Minn., March 21.—An unusual amount of activity in new automobile sales is reported by Duluth automobile dealers. Several of the dealers reported that they were unable to get automobiles fast enough to fill orders. Many of the dealers report that owners of used automobiles prefer to trade in or sell their automobiles and buy new ones rather than repair their old ones.

The tendency to keep in step with the times by having a late model automobile is also aiding new automobile sales. The majority of dealers reported increases in new automobile sales this year over last year, ranging from 25 per cent. to 200 per cent. Orders for spring delivery also showed a healthy increase this year over that of last year.

Prospects point to a period of increased automobile sales, due to orders already on hand for future delivery. Small used automobiles are reported to be in very good demand, while larger used automobiles and finding very few buyers. Touring types show no activity at all.

MARMON ADDED 110 DEALERS IN FIRST TEN DAYS OF MARCH

Indianapolis, Ind., March 21.—In the first ten days of March 110 new dealers were added to the sales organization of the Marmon Motor Car Company. This is by far the largest number of new connections ever reported in a similar period, according to A. R. Heiskell, vice-president of the company.

These are in addition to a number of important distributor points closed this month, including Memphis, Tenn.; El Paso, Tex.; Great Falls, Mont.; Portland, Ore.; Fort Dodge, Ia., and a number of others to be announced concurrently with introduction of the new Marmon built Roosevelt car late this month. New Marmon distributors and dealers added in March bring the total number of new sales connections announced since January 1 to nearly 400. Shipments of new Roosevelt cars from the Marmon factory are going forward rapidly.

PLYMOUTH ISSUES NEW HOUSE ORGAN

Detroit, March 21.—A new dealer help is being supplied to Plymouth dealers in the form of the Plymouth Sales Promoter, a semi-monthly house organ prepared by the Plymouth Motor Corporation.

The new magazine will contain confidential information and stimulating articles, as well as interesting items and suggestions from the factory and other dealers within the Plymouth organization.

SALT LAKE DEALERSHIP TO CHANGE OWNERSHIP

Salt Lake City, Utah, March 21.—Joe Carpenter is organizing the Carpenter Motor Company for the purpose of taking over the Oakland-Pontiac dealership held by the Froiseth Motor Company at 47 West 4th South St.

SPARKS from DETROIT

Balfour Amazed
* * *
An Alibi Gone
* * *
Erskine Bullish
* * *
Gain in Exports

Fred Kingsbury—Detroit Editor

SIR ARTHUR BALFOUR, noted Briton, and head of one of the largest steel manufacturing plants in the world, came to Detroit a few days ago, and, while on his visit here, expressed amazement at the growth of the city since his visit four years ago.

"Detroit is an amazing city," he said. "It is growing like a young giant. Each time I visit here the surprising advancement made since my last visit amazes me."

He agreed that this city, as an aviation manufacturing center, was assured, but was not certain that airplanes would supplant other carriers. He is conversant with the automobile production facilities of the state of Michigan, and is always interested in this phase of manufacturing.

* * *

GOLFERS who reside in or near Owosso, Mich., will have a difficult time the coming summer finding an alibi if they do not attend church.

The Rev. Rex O. Holman, pastor of the First Congregational Church of that city, has proposed to his congregation that early morning services be held for those who wish to spend the Sabbath golfing or motoring. He said that any hour agreed upon for service, be it as early as 4 a. m., would be all right with him.

Perhaps pastors of churches in other cities throughout the United States will come forward with some idea in an effort to get golfers to attend divine services.

* * *

A. R. ERSKINE, president of the Studebaker Corporation, is thoroughly "sold" on the United States and its future development. In fact, he says, he is bullish on this country.

His stand was made known following the announcement that the Studebaker Corporation would spend $7,000,000 on its advertising program this year.

"The home market of the United States," he said, "is the biggest, richest and most coveted of any national market and we are going to be a leader in telling this market all about our products."

This attitude is reflected, generally, by heads of automobile organizations throughout the United States, and is a clear indication of the state of the motor car business throughout the world.

* * *

ANNOUNCEMENT is made by the United States Department of Commerce that exports of the customs district of Michigan, of which Detroit is headquarters, showed a gain of 20 per cent. last year, or about twice the rate of export gain of the country as a whole.

The total for the calendar year of 1928 for the district was $328,436,000. The 1927 total was $279,906,000.

This speaks well for the gains made by all manufacturing, and especially automobiles, during the last twelve months.

* * *

THAT the parts and accessory manufacturing business is in an excellent condition, is reflected by reports of earnings of two or three companies recently made public.

Vincent Bendix, president of the Bendix Corporation, at the annual meeting of that organization reported that net income in 1928 was approximately $2,220,000, after all charges and deductions, including payments on purchase of the controlling interest in the Eclipse Manufacturing Company. It is believed first quarter earnings for this year will run far ahead of the same period last year.

Edward A. Ross, president of the Ross Gear and Tool Company, reports earnings of the company for the first two months this year as far in excess of the same period in 1928.

Other parts manufacturers report increased business this year, which seems to indicate that all records will be broken during the next few months.

DURANT ADDS 11 NEW DEALERS IN NEW ENGLAND

Hartford, Conn., March 21.— F. W. Williams, Inc., distributor of the Durant, has appointed the following associate dealers: H. A. Stephens, Manchester West Side Garage, Norwich; Cady Motor Company, Waterbury and Naugatuck; Rudolph's Garage, New Britain; Standard Motor Car Company, Middletown Falls Garage, Moodus.

The following dealers have been appointed in Rhode Island: Narragansett Motors, Providence; Brey motor Company, Pawtucket; Kelley's Garage, Central Falls; Union Motor Company, Woonsocket; Wayside Garage, Newport. F. W. Williams, Inc., controls distribution in both Connecticut and Rhode Island.

NEW DURANT DEALERSHIP ORGANIZED IN IOWA CITY

Iowa City, Ia., March 21.—The Triangle-Durant Company, for the present occupying sales quarters with the Triangle-Auto Supply Company, 117-121 South Linn St., has been organized to handle Durant sales. The company will be affiliated with the Triangle Company, which will continue to represent Nash.

CLARK

AXLES

for passenger *and* commercial vehicles

Recognized as standard by automotive leaders,

CLARK AXLES

CLARK EQUIPMENT COMPANY

Buchanan Michigan

AXLES Front & Rear
WHEELS
Single or Dual Tire
CAST STEEL HOUSINGS
TRANSMISSIONS

WISCONSIN AXLES

Truck salesmen have no difficulty selling when their product is Wisconsin equipped. Buyers, today, recognize the investment value of these axles. Engineers include them in specifications to make selling easier.

WISCONSIN PARTS CO. Oshkosh, Wis.

WESTERN AUTO SUPPLY LEASES STORE AND LAND

Newark, N. J., March 21.—The Western Auto Supply Company, headquarters of which are in Kansas City, Mo., has leased for a term of years the store and basement at 1007 Broad St. from Dreyfuss Brothers, Inc. The store leased is in the Elberon Building, one of Newark's first skyscrapers.

Included in the lease is the rear of the property, on which an addition will be erected for the new tenant. The Western company operates a chain of sixty-four stores east of the Mississippi River. It was represented in this transaction by the president of the company, Don A. Davis. The company handles over 4,000 items, including storage batteries and their own make of tires.

TODAY'S NEW CAR REGISTRATION REPORT FOR JANUARY, 1929

These returns are carried in Automotive Daily News from day to day, as received up to hour of publication. Recapitulation of these daily reports is published every Thursday

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

States	Auburn	Buick	Cadillac	Chevrolet	Chrysler	De Soto	Dodge	Durant	Elcar	Erskine	Essex	Ford	Franklin	Gardner	Graham-Paige	Hudson	Hupmobile	Jordan	La Salle	Lincoln
Louisiana	10	89	4	416	73	32	123	9		11	118	1435	3	1	17	26	25	6	9	4

States	Locomobile	Marmon	Moon	Nash	Oakland	Oldsmobile	Packard	Peerless	Pierce-Arrow	Plymouth	Pontiac	Reo	Stearns-Knight	Studebaker	Stutz	Whippet	Willys-Knight	Miscellaneous	Totals
Louisiana		3		126	33	54	10	6	1	59	60	5		42	2	109	14	11	2946

THIS TABLE, BROUGHT UP TO DATE, RUNS EVERY FRIDAY IN THE AUTOMOTIVE DAILY NEWS

FEBRUARY, 1929, NEW COMMERCIAL CAR REGISTRATIONS

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States	Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Fargo	Federal	Ford	G. M. C.	Indiana	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Ruggles	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Yellow	Miscellaneous	Totals	States
Delaware		1	32		3			42	3		4	2			3								1				91	Del.
Illinois	5		613	105	178	14	22	824	112	19	275	27	2	5	53	2			13	6		26	19			153	2473	Ill.
N. Dakota			42		4			47	6		42				5		1				1	1				149	N. D.
S. Carolina			135		10			111	6	1	14				1							1	1			280	S. C.
S. Dakota			73	2	27			102	11		80	1			12		4					2	1	2		319	S. D.
W. Virginia			86	3	13	1	1	96	8		10				10		1			2	1		2		2	236	W. Va.
Totals	5	1	981	110	235	15	23	1222	146	20	425	30	2	5	84	2	6		13	8	2	30	24	2		157	3548	T'tls

JANUARY, 1929, NEW COMMERCIAL CAR REGISTRATIONS

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States	Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Fargo	Federal	Ford	G. M. C.	Indiana	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Ruggles	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Yellow	Miscellaneous	Totals	States
Alabama			101		12			121	7		12	1			2							1				257	Ala.
Arizona			31		29			67	13		27	1			5		2				6	4	2	2	3	192	Ariz.
Arkansas			80	1	36		3	315	19	1	54				15		1					6	8		2	541	Ark.
California	8		241	2	255	1	27	1249	117	1	51	38	2	1	95	2	13		37	13	20	4	46	3		165	2391	Calif.
Colorado			134		83		4	218	46		71	4			13	2	2				1	3	8	3		3	595	Col.
Conn.	1	3	66		25	5	1	76	13		10	13	1	1	15		1			4	4	3	1	1		1	245	Ct.
Delaware	1		14		5			35	4		4	1			1		1						2				68	Del.
Florida			65		12			135			6				4						1		1			224	Fla.
Georgia			109		10		1	162		5	6	1			1							4	7			306	Ga.
Idaho			14		6			38	1		10	1			2		1						2	1	2	78	Idaho
Illinois	8		394	146	200	20	8	974	122	24	313	41	1	5	72	4			7	4		11	32		4	211	2601	Ill.
Indiana	1		245	5	77	1	9	487	42	17	78			3	38		3			8	9	11	11			4	1049	Ind.
Iowa	1		148		33	8	2	197	12	2	97	3		1	11		3					1	3			4	526	Iowa
Louisiana	2		81		18			215	10		27				6							1	4			1	365	La.
Maine			17		2			57	2						2		2										82	Me.
Maryland	1		88	6	23		4	176	12		12	10		3	12		1			2	1	2	13			5	371	Md.
Mass.	15	7	126	4	74	9	5	436	37		39	18			51				5	3	3	5	14	1		6	858	Mass.
Michigan	4		368	17	93	13	21	734	48		67	7	1	1	43		2				3	11	13	1		32	1479	Mich.
Minnesota			51		38	2	2	219	15		28	4			12							5	4			3	383	Minn.
Mississippi			43		8			51	1		15				7												125	Miss.
Missouri	2		93	7	36			141	14	1	49	11		1	14	1	1		1		1	3	3			4	383	Mo.
Montana			55		21	1	2	142	6		29	1	1		8	1	5					2	3	1			278	Mont.
Nebraska			167	2	41			241	28	5	96	3			10		2					1	4	1		7	608	Neb.
Nevada			21		20			32	6		4												1			6	90	Nev.
New Hamp.			3		1			6				1			2											1	14	N. H.
New Jersey	9	8	186	3	9	4	6	335	27		16	30	4	2	39		2		5	3	2	10	14	1		62	777	N. J.
N. Mexico			31		20		3	36	3	2	15				4							1	2			1	118	N. M.
New York	20	95	530	32	274	44	17	876	70		127	65	17	4	94	1	14		11	36	8	16	30	1		51	2434	N. Y.
N. Carolina	1		204		68	1	4	375	42	5	26	3			11	1	3			1	1	3	3		1	22	775	N. C.
N. Dakota			63		8		1	79	9		51				3		2							1			217	N. D.
Ohio	6	1	454	15	102	8	13	624	57	11	96	12	1	1	57	2	5		2	4	7	24	40	1		29	1572	Ohio
Oklahoma			144	2	61	6	12	322	15	1	60	9		1	16		1			4	1	15	7			4	681	Okla.
Oregon			81		32	3	6	262	23		23	3			10	2	4				6	3	14			16	488	Ore.
Penna.	36	33	317	22	191	17	5	900	81		98	45	2	9	60	6	6		22	13	15	22	45	4		53	2002	Pa.
Rhode Isl.	2		19	1	21		3	44	9		8	1	1		15		2			4			2			2	134	R. I.
S. Carolina			157		30	1	4	207	16		28				5		2			1	1	3	2				457	S. C.
S. Dakota			47	2	14	1	1	105	9	1	56	4			7		2										249	S. D.
Tennessee			161		28	3	5	115	33		15	5			8	2					5		2	1			383	Tenn.
Texas	7		470	16	90	11	6	901	67	4	205	13	1	11	36		7			4	9	12	23			13	1906	Texas
Utah			23		19			79	4		14	6			5		1				2	1	1			1	156	Utah
Vermont			12		10	2	4	22	7		7	1			6					1		2	2				76	Vt.
Virginia	2		86	1	45	1	10	274	17	6	37	3			13	10				1	1	3	12			1	523	Va.
Wash'ton			178		83	2	5	392	42		50	5		1	45	1	5				4	7	10			31	861	Wash.
West Va.			45	1	15	3	1	121	11		26				11		1				1	2	2			3	243	W. Va.
Wisconsin	1		85	8	38	6	8	430	23		27	3	1		18		2		10	5	3	3	1	4		16	692	Wis.
Wyoming			1		17			31	1		4				2	1											57	Wyo.
Totals	128	147	6049	293	2333	173	203	13054	1141	86	2094	368	33	45	906	36	99		100	111	115	205	394	27	5	765	28910	T'tls

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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The Cost of Transportation

IT HAS recently been estimated by the National Automobile Chamber of Commerce that this country spends annually approximately $14,000,000,000 on its motor transportation system. The expenditures, as estimated by the N. A. C. C., are as follows:—

Motor vehicles for new owners and replacements	$3,830,000,000
Repair parts (including tires)	2,000,000,000
Servicing labor	900,000,000
Gasoline and lubricating oil (including gas tax)	2,370,000,000
Garaging of cars and trucks in cities	115,000,000
Truck drivers' salaries	1,500,000,000
Chauffeurs' salaries	750,000,000
Insurance	490,000,000
Registration fees and taxes	445,000,000
Total	$12,400,000,000
Road and street construction and maintenance	1,600,000,000
Total annual motor transportation costs	$14,000,000,000

This sum may seem large; it is large, but in comparison with our national yearly income, which economists estimate at nearly $90,000,000,000, it is not a topheavy sum to spend on a basic factor in modern life, such as transportation. It has recently been estimated that we spend $22,000,000,000 a year on food. Such an expenditure would be impossible without the adequate transportation that motor vehicles give us.

Some years ago a sensational delver into the realms of economics discovered that we would that year spend over $10,000,000,000 in buying cars and operating those already in use. He shrieked to the world that we had gone nationally mad; that we were wasting this colossal sum in the nonproductive pastime of motoring. That every dollar spent in this way helped supply living wages to hundreds of thousands of families meant nothing to him. Operation of motor vehicles, to him, was a pure seeking of pleasure. The economic meaning of transportation was nothing to this commentator. The expenditure for motor transportation followed the course of this man's prophecy. We spent more than ten billions of dollars on this form of transport in the year mentioned, but the disaster he predicted did not follow.

We know today that money spent on transportation is not waste but the wisest form of investment that can be made.

Preserving Highway Beauty

IN a recent bulletin the Department of Agriculture calls attention to the importance of protecting the beauties of the countryside when we are building roads. The engineers of the bureau of public roads are paying a great deal of attention to this factor in construction in the highways which they are laying out through national parks and other public domains.

It used to be the idea in road building to follow the line of least resistance, regardless of the esthetic effect produced. The result was a great gash plowed across the countryside, which sometimes took years to heal. A little extra care in the beginning, and perhaps a little added expense, will preserve natural beauties without interfering with the efficiency of the highway. We are only just beginning to understand that natural beauty is a positive asset, and not a mere casual effect in road building.

Automobile dealers, and all other automotive men who usually take the lead in good roads work in their communities, will do well to remember this and to insist that natural beauty be protected in highway development.

Official beginning of the automotive year of 1930 has been definitely set for January 4, when the national show in Grand Central Palace, New York, will open its doors. Chicago will hold forth just two weeks later, the Coliseum show beginning on January 25. It is a little early to begin prophesying, but we venture even now to say that records are due to crash at these two national exhibitions.

February Car, Truck Output Is Greatest in History of Industry

(Continued from page 1)

output of 576,491 units in the first two months of 1928. This represents a gain of 343,096 units, or 59.5 per cent. The comparative figures follow:—

Car and Truck Production in the United States and Canada

	1929	1923
January	422,216	240,191
February	497,371	336,300
Total	919,587	576,491

The 497,371 units produced in the United States and Canada in February compare with 336,300 units manufactured in February, 1928. There is a gain here of 161,071 units, or 47.8 per cent. Detailed figures follow:—

FEBRUARY, 1929

	Pass. Cars	Trucks	Total
U. S.	407,589	58,495	466,084
Canada	28,486	2,801	31,287
Total	436,075	61,396	497,371

FEBRUARY, 1928

	Pass. Cars	Trucks	Total
U. S.	291,151	32,645	323,796
Canada	10,315	2,189	12,504
Total	301,466	34,834	336,300

Complete production figures follow:—

UNITED STATES

	Total.	Passenger Cars.	Trucks.
1927			
January	238,908	199,650	39,258
February	304,735	264,171	40,564
March	394,513	346,031	48,482
April	406,382	358,682	47,700
May	405,648	358,725	46,923
June	323,817	280,620	43,197
July	269,396	237,811	31,585
August	309,994	275,585	34,409
September	260,310	226,443	33,867
October	219,682	183,042	36,640
November	134,370	109,758	24,612
December	133,571	106,083	27,488
Total (year)	3,401,326	2,946,601	454,725
1928			
January	231,728	205,646	26,082
February	323,796	291,151	32,645
March	413,314	371,821	41,493
April	410,104	364,877	45,227
May	425,783	375,863	49,920
June	396,796	356,622	40,174
July	392,086	338,792	53,294
August	461,298	400,593	60,705
September	415,314	358,891	56,423
October	397,284	340,146	57,138
November	257,136	217,454	39,682
December	234,109	205,993	28,116
Total (year)	4,358,748	3,827,849	530,899
1929			
January	400,715	349,111	51,604
February	466,084	407,589	58,495

CANADA

	Total.	Passenger Cars.	Trucks.
1927			
January	15,376	11,745	3,631
February	18,655	14,826	3,829
March	23,250	19,723	3,527
April	24,611	20,890	3,721
May	25,708	21,991	3,717
June	19,208	16,470	2,738
July	10,987	8,719	2,268
August	12,526	10,139	2,387
September	11,262	8,681	2,581
October	7,748	6,236	1,512
November	6,617	5,173	1,444
December	3,106	2,234	872
Total (year)	179,054	146,827	32,227
1928			
January	8,463	6,705	1,758
February	12,504	10,315	2,189
March	17,469	15,227	2,242
April	24,211	20,517	3,694
May	33,942	29,764	4,178
June	28,399	25,341	3,058
July	25,226	20,122	5,104
August	31,245	24,274	6,971
September	21,193	16,572	4,621
October	18,536	13,016	5,520
November	11,769	8,154	3,615
December	9,425	6,734	2,691
Total (year)	242,382	196,741	45,641
1929			
January	21,501	17,164	4,337
February	31,287	28,486	2,801

97 CARS AND TRUCKS SOLD AT ASHEVILLE SHOW

Asheville, N. C., March 21.—Ninety-three new automobiles and trucks were sold during the four days of the third annual automobile show of the Asheville Automotive Dealers' Association, which came to a close here Monday night. The show was held over from Saturday night, when the closing had been planned, on account of the insistent demand of the public for further opportunity to inspect the more than 100 exhibits.

John S. Conabeer, president of the association, declared the show to be the most successful ever held here. It is conservatively estimated that over 20,000 people visited the exhibits in the spacious basement of the Grove Arcade Building.

COMING EVENTS

MARCH
17-28—Marseilles, France. Automobile Show.
16-23—Quebec, Canada. Automobile show at Drill Hall.
17-23—San Diego, Cal. Automobile show.
20-23—Verona, N. J. Automobile show.
20-23—Ogdensburg, N. Y. Automobile show.
20-24—Kenosha, Wis. Automobile show.

APRIL
3- 5—Cincinnati, O. Marketing Executives' Conference.
4-15—Nantes, France. Commercial Car show.
6-21—Lille, France. Commercial Car show.
12-27—Milan, Italy. Truck show.
20-23—Jugo-Slavia. Automobile show.
6-24—Detroit, Mich. Second Annual All-American Aircraft Show at Convention Hall.
17-19—Baltimore, Md. National Foreign Trade Council meeting.
22-29—Goldsboro, N. C. Automobile show.

MAY
1- 3—Detroit, Mich. American Society of Mechanical Engineers' convention.
2-11—Melbourne, Australia. Automobile show.
13-15—Chicago, Ill. National Highway Traffic Association, annual convention.
30—Le Mans, France. French Grand Prix.

JUNE
25-28—Saranac Lake, N. Y. Society of Automotive Engineers' summer meeting.

JULY
16-27—London, England. Olympia International Aircraft show.

OCTOBER
3-13—Paris, France. Automobile show.
17-26—London, England. Automobile show.
23-30—Prague, Czecho-Slovakia. Automobile show.

NOVEMBER
4- 9—Chicago, Ill. Motor and Equipment Association show.
7-16—London, England. Truck show.
11-16—Detroit, Mich. National Standard Parts Association show and convention.
14-24—Paris, France. Truck show.

WHITE CO. ANNOUNCES THREE PROMOTIONS

Cleveland, March 21.—Promotions of three White Company officials were announced today by the company through the office of Jay Rathbun, vice-president of the Eastern region.

J. H. Webb-Peploe, Baltimore district manager, has been advanced to manager of the Newark district to succeed E. G. Langhorne, who asked to be relieved because of illness. J. E. Hamlett, recently made branch manager at Washington, will go to Baltimore to succeed Webb-Peploe. A. R. Pape, Baltimore district accountant, succeeds Hamlett as manager of the Washington branch.

Jackson, Late Head Of Hudson, Aided in Founding Company

Detroit, March 21.—Roscoe B. Jackson, president and general manager of the Hudson Motor Car Company, who died Tuesday night in Mentone, southern France, following a two-day illness of influenza, was 50 years old and left Detroit a month ago, with Mrs. Jackson and Miss Mary Farnsworth, a friend of Mrs. Jackson, for the winter season on the Riviera.

Mr. Jackson was born in Ionia, Mich., on January 30, 1879, the son of Mr. and Mrs. Andrew Jackson. He was graduated from the University of Michigan, where Roy D. Chapin and Howard E. Coffin were his close friends.

After his graduation, he went to Lansing, Mich., and entered the engineering division of the Olds Motor Works. He remained there until 1907, when he became factory manager of the E. R. Thomas Motor Company of Buffalo, N. Y.

In 1909 he returned to Detroit, to help in founding the Hudson Motor Car Company, with Roy D. Chapin, Howard E. Coffin and the late J. L. Hudson. He was general manager until January 20, 1923, when he was elected president. Later he was also made treasurer. At that time, Mr. Chapin was elected chairman of the board, of which Mr. Coffin is a member.

Mr. Jackson is survived by his widow, two children, a daughter, Mrs. Eleanor Bingham of Detroit, and a son, Richard, a student at Detroit University School; also a brother, Sidney P. Jackson, of Detroit, and two sisters, Mrs. Harry Bates of California and Mrs. Henry Wells.

H. W. ARMSTRONG ELECTED DIXON CRUCIBLE TREASURER

Jersey City, N. J., March 21.—The board of directors of the Joseph Dixon Crucible Company of Jersey City elected Henry W. Armstrong treasurer to succeed the late William Koester. Mr. Armstrong, a native of Jersey City, entered the employ of the Dixon company in 1903 as office boy.

100% Ahead Of Last Year

Sales of new Superior Whippet motor cars for January and February, 1929, showed a gain of more than 100% over sales for the same two months of last year—and 1928 was Willys-Overland's record year!

Such a dramatic increase furnishes convincing proof of the widespread public enthusiasm for the new Superior Whippet, Fours and Sixes, as the outstanding light car value on the market.

The Willys-Overland franchise is now even more desirable than ever before.

WILLYS-OVERLAND, INC.
TOLEDO, OHIO
WILLYS-OVERLAND SALES CO., LTD., TORONTO, CAN.

Financial News of the Automotive Industry

Cities Service Co. Reports Record Earnings in 1928; Declares Dividends

New York, March 21.—The Cities Service Company's net earnings set a record in the twelve months ended February 28 when they reached $34,493,295. Net for February was $3,084,620, the largest for any February in the company's history.

Cities Service Company's net earnings for the twelve months ended February 28, 1929, were equal to more than 7.71 times the interest and discount on its debentures. Net to stocks and reserves amounted to $30,022,615, or 4.43 times preferred dividends. Net to common stock and reserves amounted to $23,257,083, or 23.39 per cent. on the average amount of common stock outstanding, equal to $4.67 per $20 par value share. This is also a record and an increase of $776,288 over the corresponding period a year ago.

Coincident with the publication of its earnings statement Cities Service Company announced regular monthly dividends of half of 1 per cent. in cash and a half of 1 per cent. in stock on the common stock and 50 cents on the preferred and preference BB stocks and 5 cents on the preference B stock, all payable May 1 to stockholders of record April 15.

BOHN ALUMINUM SALES FOR QUARTER $10,000,000

Detroit, March 21.—Sales of Bohn Aluminum and Brass Corporation during the quarter ending March 31 will exceed $10,000,000, against $8,500,000 in the same quarter last year, a gain of 20 per cent. Earnings are expected to show a substantially larger rate of increase. For the first quarter of 1928 the company reported net of $818,091 after all charges and Federal taxes, or $2.34 a share, earned on 350,000 shares of no par capital stock.

All plants are operating on record production. The piston, die casting, forgings and extrusion plants are on day and night shifts. Where practicable, departments are on a three-shift basis. The piston business which comprises 20 per cent. of the company's total volume, as well as other auto parts business, is just entering peak activity.

Crude Rubber Off 160 Points In Liquidation

New York, March 21.—Crude rubber prices nose-dived sharply yesterday under pressure of heavy speculative liquidation on the local rubber exchange and wound up with losses of 140 to 160 points. The selling spree was precipitated by a 3/8d. decline in London to the 11½d. spot level.

The calling of margin accounts and the touching off of stop-loss orders swelled the offering to huge proportions during the afternoon trading, driving the active deliveries downward. A rumor, which was later denied, but which is thought to have influenced some of the selling, indicated that a large Singapore house was in difficulty. This rumor was discredited in trade quarters, as well as in late cables from London, where it was first circulated.

Liquidation accounted for a turnover of 2,594 lots or 6,372½ long tons. This was the largest turnover in months, and compares with 585 lots for the previous day. Transferable notices to the number of 119 bringing the total to 1,672 were circulated, but this is said to have had no influence on the decline.

London and Singapore cables were down at the start and this tendency was immediately reflected on the local exchange. Various trade sources attempted to absorb offerings, but the improvement was short-lived and the market had declined 110 to 130 points shortly after noon when the London cables reported that that market had closed easy at the lows.

The outside market reflected the declines on the exchange and standard grades fell of 1¼c. to 1⅜c. Crepes and ambers, with the exception of rolled brown which dropped only 3/8c., were off 1¼c. Manufacturers showed little interest in the declines but kept their ideas well below the market all day.

RUBBER EXCHANGE OF NEW YORK

	High	Low	Closing Mar. 20	Closing Mar. 18
March	23.40	23.40	22.80	24.20
April	23.40	23.36	*22.80	24.40
May	24.20	22.90	22.90a23.10	24.50
June	24.10	23.80	*23.10	24.70
July	24.40	23.20	†23.20	24.80
August	....	....	*23.30	24.80
September	24.60	23.50	†23.50	24.90
October	24.20	23.50	*23.60	24.90
November	....	....	*23.70	25.00
December	24.70	23.80	23.70a23.80	25.10
1930—				
January	....	....	*23.90	25.20
February	24.50	24.00	†24.00	25.30

Spot, *22.80. Sales, 2,549 lots.

*Nominal. †Trading.

OUTSIDE CLOSING PRICES

(Per pound, delivered, New York)

	Bid.	Asked.
PLANTATION—		
Ribbed Smoked Sheets—		
Spot	22⅝	23
March	22⅝	23
April	22⅞	23¼
April-June	23⅛	23⅜
July-September	23¼	23⅝
October-December	23½	23⅞
Spot—		
First latex crepe	23¼	23½
Clean thin brown crepe	20¼	20½
Specky brown crepe	20	20¼
Rolled brown crepe	16½	16¾
No. 2 amber	20½	20¾
No. 3 amber	20¼	20½
No. 4 amber	20	20¼
PARAS—		
Up-river, fine, spot	23½	24
do coarse	13¾	14¼
Acera, fine, spot	23¾	24¼
Caucho Ball—Upper	13¾	14¼
*Brazil, washed, dried, fine	30	30½
CENTRALS—		
*Esmeraldas	14½	14¾
*Central scrap	14½	14¾
Guayule, washed, dried	..	20
BALATA—		
*Block Ciudad	50	..
*Surinam sheet	52	..
*Manaos block	50	..
Peruvian block	27	28

SCRAP RUBBER

(Dealers' buying prices, f. o. b., N. Y.)

Boots and shoes, black, ton	$21.00a21.10
Arctics, cwt	.50a .60
Inner tubes, mixed, cwt	4.50a 4.75
Inner tubes, red, cwt	5.00a 5.25
Tires, standard, mixed, ton	18.00a19.00
Inner tubes, No. 1, cwt	6.50a 6.75
Inner tubes, No. 2, cwt	4.25a 4.50
Mixed hose, soft, cwt	.50a .55
Hose, air brake, ton	27.50a30.00

*Nominal.

RANGE OF AUTOMOTIVE STOCKS

WEDNESDAY, MARCH 20, 1929

NEW YORK STOCK EXCHANGE

Previous High	Previous Low	Div.		Sales	High	Low	Close	Net Change
81⅝	48	....	Advance Rumely	38,200	91½	81½	91	+10½
85	58½	....	do pf	6,400	89½	83	88⅝	+ 3⅞
11¼	9	....	Ajax Rubber	4,800	9¼	9	9	— ⅛
194	167½	7	Allis-Chalmers	700	185	184¼	184⅞	— ⅛
60⅜	40½	....	Am. Bosch Magneto	8,600	60	58⅜	58¾	— 1¼
8⅞	6½	....	Am.-La France	400	6⅝	6⅝	6⅝	....
63½	45¼	....	Briggs Mfg. Co.	9,100	48⅜	47	47½	— ⅛
73⅞	59½	3	Brockway Motor	1,000	64½	62	62¼	— 2¼
56¼	50¼	2.50	Chicago Pneu. Tool pf.	1,000	51	50	50¾	+ ⅝
135	98⅜	3	Chrysler Corp.	62,800	112⅝	109½	109¾	— 1⅝
28⅜	19½	.80	Continental Motors	7,600	23⅛	22⅝	22⅞	+ ⅝
76¾	61	3	Eaton Axle & Spring	1,000	68⅜	68	68	— ⅛
170	134½	4.50	Electric Auto-Lite	1,100	154¾	151⅝	154	+ ¾
92⅞	82⅞	5	Electric Stor. Battery	1,200	85	83⅝	84	— ⅝
32½	10⅝	....	Emerson-Brant	100	14¼	14¼	14¼	— 2
22⅜	18	.80	Federal Motors	500	18¼	18	18⅛	— ⅜
20⅛	15⅜	....	Fisk Rubber	3,100	16½	16	16⅛	— ⅛
72½	60⅛	....	do 1st pf	200	66	66	66	+ 1
33⅞	24	....	Gabriel Snubber	500	26½	26¼	26⅝	— ⅛
25	15	....	Gardner Motor	1,500	15½	15⅛	15½	....
90¼	78	3	General Motors	108,800	88½	86½	87½	....
110½	109	8	do 7s pf	400	125¾	125¾	125⅞	....
110¼	109	8	do 6s deb	100	110½	110⅛	110½	....
45	36⅞	1.75	Glidden Co.	2,000	42⅞	42¼	42¼	— ⅝
105⅝	87⅛	4	Goodrich Co.	7,000	96½	95	96	— ⅛
152½	112	....	Goodyear T. & R.	26,800	148⅞	144⅝	147	— 2
104⅞	102	7	do pf	700	104⅞	104	104	— 4
54	44¼	....	Graham-Paige Motor	3,200	48	47½	48	+ ⅛
93½	83	5	Hudson Motor Car	15,100	91⅝	89¼	89½	— 1⅛
82	67⅝	2	Hupp Motor Car	5,700	72¾	71⅝	72¼	+ ⅛
32½	20⅛	....	Indian Motocycle	300	25⅛	25	25	....
14¼	10⅝	....	Intercon. Rubber	300	11⅝	11½	11½	— ¼
115	92⅜	2.50	International Harvester	7,400	111⅞	108⅝	109⅝	— ½
145	142	7	do pf	300	142	142	142	— ¼
242¾	180½	3	Johns-Manville	4,300	190	185½	188½	— 1½
16½	11⅞	....	Jordan Motor Car	2,200	12¼	11⅝	12⅛	+ ⅛
24	18	....	Kelly-Springfield	3,100	19⅞	19⅞	19⅝	+ ⅜
61¾	47¾	2	Kelsey-Hayes Wheel	1,500	58¼	56	57½	— ¼
25	19¼	....	Lee Rubber & Tire	900	21¼	20½	21⅛	+ ⅛
114¾	104	6	Mack Trucks	2,000	106¼	105½	105⅝	— ¼
84	66¾	4	Marmon Motor	1,800	79⅜	78⅞	79	....
113⅜	79	4.25	Martin Rockwell	1,100	75½	75	75	— ½
18	14¼	....	Martin Parry	200	15⅛	15	15	— ⅛
34⅜	25¼	....	Mengel	500	27½	27	27	+ ⅛
28¾	22½	....	Miller Rubber	2,700	28⅞	28	28	— ¼
8	5¼	....	Moon Motors	800	6¾	6⅜	6½	+ ⅛
25¾	19	....	Moto Meter A	100	21⅞	21⅞	21⅞	— 1⅛
206	165	2	Motor Products	100	189	189	189	— 2¼
47½	42½	2	Motor Wheel Corp.	500	45	44½	44½	— ⅝
81⅜	60	....	Mullins Mfg. Co.	700	62¼	61½	62	— 1¾
78¾	67	....	Murray Corp.	6,900	75½	73¼	74¾	— ¼
118⅜	102¼	6	Nash Motors	9,600	107⅞	106	106½	— 1
10⅞	7½	....	Omnibus Corp.	2,000	9	8	8¼	+ ⅛
153	125¼	3.50	Packard Motor Car	15,000	141	137½	138½	— ⅞
37⅞	28¾	....	Pierce-Arrow	900	33⅛	32¾	32¾	— ⅝
31⅞	27⅛	1	Reo Motors	3,500	29	28¾	28¾	— ⅛
12¼	9½	....	Reynolds Spring	7,400	11¼	9⅝	10⅛	+ ½
66¾	45	....	Spicer Mfg. Co.	5,700	61⅝	60¼	60½	— 1½
55⅞	50½	3	do pf	1,300	52½	52	52¼	+ ¼
145	121½	6	Stewart-Warner Speed.	2,200	136	134⅛	134¼	— 1⅛
71¼	52¾	3	Stromberg Carburetor	1,800	69⅞	67⅛	67⅛	— 1⅞
98	77	5	Studebaker Co.	3,100	87	86½	86⅝	— ⅜
87	73½	3	Timken Roller Bear	1,600	83¼	82⅝	83	— ⅜
51	38¾	2.50	Trico	9,500	50	47¼	48⅝	+ ⅝
65	42	....	U. S. Rubber	24,100	65	61⅝	62¾	— 1⅛
92½	77	....	do 1st pf	200	89¼	89¼	89¼	— ½
54½	45⅛	2	Westinghouse A. B.	2,600	52⅛	51⅛	51⅜	— ⅜
53⅛	40⅝	1	White Motors	900	49¾	49¼	49½	— ⅛
35	29⅜	1.20	Willys-Overland	8,400	29¾	29⅛	29¼	— ⅛
46⅝	35⅛	....	Yellow Truck & Coach	13,200	42⅞	40¾	41⅝	— ⅞
91	80	....	do pf	100	88	88	88	....

NEW YORK CURB MARKET

Sales		High	Low	Close	Net chge.
2500	Auburn A	173	168⅞	173	+3¼
5300	Bendix Corp.	125	120	121	—2
2200	Bohn Alum.	124	120¼	121⅛	— ⅞
300	Budd Ed.	70¼	70	70	— ½
900	Bullard Co.	52½	52⅛	52⅛	..
200	Caterpilr T.	77⅝	77½	77⅝	— ⅜
2300	Checker Cab.	84⅞	82⅝	83½	—1½
16100	Cities Serv.	121⅞	121⅛	121⅝	+ ¼
700	Cit Serv pf.	97½	97	97½	..
600	Doehler DC.	33	31½	31½	—1½
500	Durant Mot.	15	15	15	..
200	Fageol Mot.	5¼	5¼	5¼	— ⅛
1400	Flat	12½	12¼	12¼	— ¼
1775	Firestone	277¾	265	271	—4¼
50	Firestn pf.	108⅝	108⅝	108⅝	+ ⅝
570	Ford Can.	1010	981	989	—11
56000	Ford Ltd.	21⅞	20½	21	— ⅝
700	Franklin Mfg	34¾	30¼	34	—2⅝
400	Hall Lamp.	23¼	22⅞	23¼	+ ¼
200	Nat Rub M.	34	33	34	+ ⅞
500	Paramt Cab.	32⅞	31¼	31¾	— ⅜
1100	Raybestos	82½	81	81⅝	— ⅜
400	Rep MT ctf.	3	2⅝	2⅝	— ⅜
4100	Saf-T-Stat.	33⅜	31⅛	31½	—2¼
38800	Serv-el Inc.	19	17½	18⅜	+ ⅝
1400	Sparks W.	184	177	183⅞	+5⅞
400	Thermoid	31⅞	31⅜	31⅝	— ⅛
1500	Thomp Prod.	65⅜	63	63½	—1⅝
2100	Timk Det Ax	26⅞	25¾	26⅞	+1⅛
200	Wayne Pmp.	23½	23⅜	23½	—1½
1500	Wire Wheel.	33⅝	32¾	33	— ⅛
600	Yel Txi NY.	29⅞	29	29	..

CHICAGO

Sales		High	Low	Last
1150	Ald Motor	44½	43½	44
900	Ald Prod	69½	66½	68
6000	Auburn Auto	177	170	177
11300	Bendix Corp	119	116	119
5550	Borg-Warner	131	126	127
300	Chi Yellow Cab.	33¼	32¾	33¼
100	Dayton Rubber A.	41	40½	41
550	Gn S Bp A.	49½	48	48
350	do B	47¾	46⅞	47
2150	Houdaille H A	46½	45½	45¾
2350	do B	46¼	44½	45½
100	McQuay Norris	63	63	63
100	Midland Steel	103	103	103
100	Mohawk Rubber	58½	58½	58½
150	Pines W F	197	196½	196½
300	Ross Gear	55⅝	55	55
1250	Van Sicklen A	31	30	31
95	Waukesha Motor	180	174½	180
150	Wayne Pump pf.	39	38½	38½

CLEVELAND

50	Aetna Rubber	18	18	18
11	Firestone 7s pf.	109½	109½	109½
125	India Tire	64⅜	64	64⅜
125	Jaeger Mach	36¼	35½	36¼
230	Jordan pf	35	33	35
301	Miller Rubber pf.	85	80	85
20	Mohawk Rubber	59	59	59
10	Packard Electric	42	42	42
40	Seiberling Rubber	56⅞	56⅝	56⅝
20	do pf	105	105	105
160	F B Stearns	5	5	5

DETROIT

100	Auto Fan	12¼	12¼	12¼
343	Detroit Motor Bus	8¼	8¼	8¼
625	Federal Mogul	28	27	27
625	Federal Screw	73	72¾	72¾
1000	Ford of Canada	1000	1000	1000
235	Frost Gear	26	26	26
700	Ford Motor A	53	52	52
1321	Gn Sp B A	48	47	47
1669	do B	47½	46½	46½
1162	Hall Lamp	23½	23¼	23¼
1103	Hayes Body	60	57	57¾
2250	Hutto Eng.	34	33⅛	33½
890	Jack Mt Sh.	32	30¾	30¾
277	Lakey Foundry	31½	31½	31½
265	Michigan Steel	99	99	99
1450	Timken Detroit	26	25½	26
2000	Truscon pf.	104	104	104

The A. D. N. Analyst Looks Them Over

IN this department will appear daily an analysis of one or more companies in, or closely allied to, the automotive industry, covering the past history, present condition and future prospects of the companies so analyzed. It will be the purpose of the A. D. N. Analyst to deal with the smaller and less known manufacturing concerns, as well as with those more prominent, thereby giving analyses not to be found elsewhere. Readers who preserve their issues of Automotive Daily News will, through this department, build up a valuable fund of information about the financial standing of companies in the industry.

LINK-BELT COMPANY

LINK-BELT COMPANY, long prominent in its field, was recently brought to the attention of the investing public by the listing of its common stock on the New York Stock Exchange. A public offering of 74,077 shares of no par common stock at $48 was made early in February to create a market, the stock being relinquished by old holders and not representing new financing.

Capital stock of the company in January of this year was increased from 221,000 shares of $50 par value common stock, to 740,350 shares of no par common. The preferred remained at 40,000 shares of $100 par of new common, 709,028 are outstanding, and the other 31,323 shares of new common, 109,028 are outstanding, and the other 31,323 shares have been issued, but are held in the treasury. At the time of the increase, stockholders were given 3.35 shares of the new common in exchange for each share of the $50 par stock held. They also received $15.75 per share in cash. This new stock, when listed on the New York Exchange, opened well above 50, climbed to 61, and is now selling at around 55.

Earnings in 1928 amounted to $3,241,823, or $4.21 per share on the common, based on the present capitalization. This compared with a net of $2,457,436 in 1927, or $3.10 per share on the common. The net income in 1926 was $3,219,135; in 1925 it was $2,768,509, and in 1924 it was $2,408,837.

The dividend rate on the new common stock was established at $2.40 annually, with the payment of an initial quarterly dividend of 60 cents on March 8 to holders of record March 1. The payment in 1928 was 14 per cent. on the old stock, 23 per cent. in 1927, 25 per cent. in 1926, 21 per cent. in 1925, and 22 per cent. in 1924. Payments have ranged from 5 per cent. to 25 per cent. per share since 1907, the first year for which records are available.

The Link-Belt automotive silent chain is the chief automotive product of this company. This chain is standard equipment on fifty different passenger car models, twenty-five different automobile motors, thirty-four trucks, fourteen marine motors and ten buses. Among the passenger car manufacturers using the Link-Belt silent chain are Auburn, Gardner Kissel, Reo, Elcar, Graham-Paige, Locomobile and Stutz.

Other products of the company include all sizes of material handling machinery, locomotive cranes, gasoline crawler cranes and shovels, car dumpers, grain car unloaders, speed reducers, portable loaders, oil pumping units, sand and gravel washing plants, coal tipples and washeries, water intake screens, vibrating screens and detachable chain links.

The company will observe its golden anniversary next year, having been incoporated in 1880 in Illinois as the Link-Belt Machinery Company. The word "machinery" was dropped from the name in 1906, when the company acquired the Ewart Manufacturing Company of Indianapolis, Ind., formed in 1875, and the Link-Belt Engineering Company of Philadelphia, which had been organized in 1888. Since 1906 the company has acquired and still owns all the stock of the Olney Foundry Company of Philadelphia, H. W. Caldwell & Son Company of Chicago, Messe & Godfried Company of San Francisco, Cal., the Howe Chain Company of Muskegon, Mich., Link-Belt, Ltd., of Toronto, Canada. It has also bought all the preferred stock and a majority of the common in the Dodge Steel Company of Philadelphia, Link-Belt, Ltd., handles the Canadian business.

The seat of the manufacturing of the automotive products is at Indianapolis. The plant there covers thirty-seven acres. Other plants are located at Philadelphia, Chicago, Seattle, Wash.; Los Angeles, San Francisco, Toronto and Elmira, Ont., Canada. Warehouses are situated at Los Angeles, Portland, Ore.; Seattle, Detroit, Toronto and Montreal. They are all operating on capacity schedules. Distributing offices are to be found in thirty-one cities in the United States and in Toronto and Montreal. Foreign sales are handled from New York. Employees number about 5,400.

When Link-Belt Company was organized in 1880 it had as capital stock 200 shares of $100 par common stock. This was increased to 500 in 1882, 1,300 in 1885, and to 2,500 in 1890. In 1899 preferred stock was issued in the amount of $125,000. Further increases in the $100 par value common stock were made until in 1918 it stood at 33,000 shares and by this time the preferred had been increased to $750,000. In 1920 came the reduction of the par value of the common from $100 to $50 and an increase in the number of shares to 132,000, with a similar reduction in the par value of the preferred and increase in number of shares from 7,500 to 15,000. The common was jumped to 140,000 shares in 1921, 170,000 shares in 1926, and 221,000 shares in 1927. The preferred was changed back to $100 par in 1927, and the authorized increased to $4,000,000.

The book value of the common stock at the close of 1928 was $22.96 per share, compared with $20.89 in 1927.

Officers of the company are C. Piez, chairman; A. Kauffman, president; H. J. Keily, G. P. Torrence, F. B. Caldwell, G. L. Morehead, W. C. Carter and John S. Watson, vice-presidents; R. W. Yerkes, secretary-treasurer. Directors are Mr. Piez, Mr. Kauffman, S. B. Peck, K. Dodge, H. Whittemore, Jr., Mr. Keily, W. Wells, H. Coonley and H. F. Pope. Offices are at Chicago.

BRIGGS & STRATTON NET $1,064,614 IN 1928

New York, March 21.—Net earnings of Briggs & Stratton in 1928, after depreciation, income taxes and certain adjustments, were $1,064,614. Sales and net earnings for the two months ended February 28, 1929, were greater than for the corresponding period of 1928.

RELAY MOTORS SURVEYS ST. LOUIS TRUCK FIELD

St. Louis, Mo., March 21.—Representatives of the Relay Motors Corporation of Lima, O., headed by Earle H. Lowe, zone sales manager, are making a survey of the truck situation in this city. The group arrived here several days ago and has expressed enthusiasm over the prospect which the St. Louis market offers.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2-2½	2850	Own	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	51.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	3-4	3950	Own 2 R	4	4½x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France S	4-4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	—	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6500	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar S A	1½	2700	Own	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	150	3900	32x6	32x6
Autocar S D	2	3000	Own	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	D R	33.9	4	R	150	4850	32x6	32x6 D
†Autocar H	3	3750	Own	4	4½x5½	32.4	C S	Str	Vac	A B	Own T	U	4	Own H	D R	47.8	R	R	114	5800	34x5 S	36x10 S
†Autocar S H	3	4000	Own	6	4⅛x4¾	40.8	Pb	Str	Vac	R B	Own T	U	4	Own H	D R	47.8	R	R	114	5800	34x5 S	36x10 S
Autocar T	3	5000	Own	6	4⅜x4¾	45.9	Pb	Str	Vac	R B	Own T	U	4	Own T	D R	40.7	R	R	187	7100	36x8	36x8 D
†Autocar H S	3½	4100	Own	4	4½x4¾	32.4	C S	Str	Vac	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6900	34x6 S	36x12 S
†Autocar S H S	3½	4400	Own	6	4⅜x5½	45.9	Pb	Str	Vac	R B	Own T	U	4	Own J	D R	55.2	R	R	114	7000	34x6 S	36x12 S
Autocar T S	3½	5350	Own	6	4⅜x4¾	45.9	Pb	Str	Vac	R B	Own T	U	4	Own J	D R	46.5	R	R	187	7100	36x8	36x8 D
Autocar S C M	5	5000	Own	6	4½x4¾	48.6	Pb	Str	Vac	R B	Own B	C	4	Own M	D R	72.1	R	R	162	8600	34x7 S	36x14 S
Brockway Junior	1	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.27	4W	Tr	130	3100	30x5	30x5
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4W	Tr	137	3450	30x5	30x5
Brockway C J B F	1½	1475	Wis F	4	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.3	4W	Tr	149	3650	32x6	32x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4W	Tr	139½	3650	32x6	32x6
Brockway E N	1½	1965	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 35	U	4	Col 55001	Sp	31.3	4W	Tr	155¾	4400	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	38.79	R	Tr	150¼	5100	S 34x4	S 34x8
Brockway S Y	2	2950	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4W	Tr	151¾	4950	32x6	34x7
Brockway K*	3	3300	Con K	4	4⅛x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.5	R	R	154⅛	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700 S	Wo	36.38	R	D	160⅝	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 68300	D R	33.7	R	D	170	6920	34x7	D 34x7
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	½	400	Own	6	3⅛x3¾	26.3	CS	Car	P	Rem	Own	U	3	Own	Sp	12.68	4	R	107	1815	4.50x20	4.50x20
Chevrolet	1½	545	Own	6	3⅛x3¾	26.3	CS	Car	P	Rem	Own	U	4	Own	Sp	30.05	4	R	131	2375	30x5	30x5
Commerce 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	—	142	3900	B 30x5	B 30x5
Commerce S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	—	162	4300	B 30x5	D B 30x5
Commerce 30 Z	1½	2900	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4700	B 34x5	D B 34x5
Commerce 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4900	B 36x6	D B 36x6
Commerce 50 Z	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7000	S 36x5	S 36x10
Commerce 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7100	S 36x5	S 36x12
Commerce 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8200	S 36x6	S 36x12
Commerce 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8400	S 36x6	S 36x14
Gramm Imp. Jr.	*9000	3785	——	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	—	U	4	—	D R	—	4	R	210	6800	34x7	34x7 D
Gramm Imp. Sr.	*13000	4985	——	6	4¾x5¾	54.1	Pb	Zen	Vac	L-N	—	U	4	—	D R	—	4	R	236	9400	36x8	36x8 D
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	4	R	133	3485	30x5	32x6
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	4	R	133	3485	30x5	32x6
Gramm 463-N	2	1885	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1504	Sp	25.3	4	R	133	3800	32x6	34x7
Gramm 564-N	2½	2940	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful G U	U	3	Wis 6617	D R	25.4	4	R	133	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	4	R	153	7100	36x5 S	36x10 S
Gramm 35	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	4	R	153	7100	36x5 S	36x10 S
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	C	8	Wis 67310	D R	33.1	4	R	153	7100	36x5 S	36x10 S
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	4	R	150	7600	36x5 S	36x12 S
Gramm 45	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	4	R	153	7600	36x5 S	36x12 S
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	4	R	133	7600	36x5 S	36x12 S
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	4	R	153	8700	36x6 S	36x14 S
Gramm 60	5	5370	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	8	Wis 1700	D R	133.4	4	R	153	8700	36x6 S	36x14 S
GMC T 11	*3800	625	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	Rem	Own	U	3	Own	Sp	14.7	4	D	109⅝	1980	19.5.00 B	19x5.50 B
GMC T 19 (2003)	*6000	895	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	Rem	Own	U	4	Tim 5261 Bx	Sp	34.1	4	D	127¾	2925	20x5.50 B	32x6
*GMC T 30A (3003)	*8000	1395	Buick Std	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Eat 1606	Sp	28.6	4	D	136	4075	20x6.00 B	34x7
*GMC T 42A (4003)	*10000	1685	Buick Std	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Own	Sp	33.4	4	D	136	4510	20x7.00 B	36x8
†*GMC T 60A (5003)	*14500	2800	Buick Mst	6	3⅝x5	31.5	Pb	Mar	P	Rem	Own	U	4	Tim 65706 N	Wo	44.8	4	D	140	6090	32x6	32x6 D
*GMC K 102A (6001)	*28000	4250	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
*Hahn 24	1	1345	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1002	Sp	—	R	R	138	3100	30x5	30x5
*Hahn 34	1½	2080	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	3750	32x6	32x6
*Hahn 44	2	2250	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	4100	32x6	34x7
Hahn 465	2	2740	Con 6 B	6	3⅜x5	33.5	Pb	Zen	Vac	Aut	Br-L 35	U	4	Eat 1504	Sp	—	R	R	160½	4300	32x6	34x7
Hahn 54	2½	3300	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65000	Wo	—	R	R	144	5600	36x4 S	36x8 S
†Hahn 56	2½	3440	Con 6 B	6	3⅜x5	33.8	Pb	Zen	Vac	Rem	Br-L 51	U	4	Eat 2252	Sp	—	R	D	160	5300	32x6	32x6 D

*See special notations. †See special notations.

1929 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Hahn L	3	3600	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65704	Sp	—	R	R	149	5900	36x5 S	36x5 S D
Hahn 76	3½	4790	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Tim 65704	Wo	—	R	R	196	6500	34x7	34x7 D
Hahn M	4	4250	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	160	7600	36x5 S	36x12 S
Hahn R	5	5100	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	8800	36x6 S	40x6 S D
Hahn N	6	5200	Her G	4	4¾x5¾	36.4	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	9200	36x6 S	40x6 S D
Hahn K B L	25 Pas	4300	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	204	5600	32x6	32x6 D
Hahn K B H	29 Pas	5000	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	220	6400	34x7	34x7 D
Hahn L B	33 Pas	6000	Con 15 H	6	4½x5¾	48.6	Pb	Zen	Vac	L-N	Br-L 60	U	4	Wis 1251 K	D R	—	R	R	247	9000	38x7	38x7 D
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20.71	4	Tr	137	3400	30x5	32x6
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.26	4	Tr	149	3650	30x5	32x6
Indiana 111 X	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 504	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wisc Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65074	Wo	80.7	R	Js	163½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42.80	R	R	162½	6500	36x5 S	36x10 S
Indiana 628	3	4355	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	37.45	R	R	216¾	6585	34x7	34x7 D
Indiana 127 A	3	3375	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6800	32x6	34x7 D
Indiana 627 A	3	3690	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 70	Sp	41.72	R	R	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4956	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	163½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	720	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5
Int. Harvester S-24	1¼	1160	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	32x4½	30x5
Int. Harvester S-16	1¼	1310	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	32x4½	30x5
Int. Harvester SF-34	1½	1450	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	32x6
Int. Harvester SF-36	1½	1600	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3760	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	4	Eat 2002	Sp	40.6	4	4	140	4000	32x6	34x7
Int. Harvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 428	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 54 65000	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	*86.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 74 100000	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	86.0	R	D	154	8890	36x6	40x14
Int. Harvester HS-54	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	D R	60.5	4	4	*148	8000	36x5	36x8
Int. Harvester HS-54-C	2½	3850	do 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5	36x10
Int. Harvester HS-74	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 100000	D R	70.5	4	4	*160	10700	36x6	40x12
Int. Harvester HS-74-C	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6	40x12
Int. Harv'st'r HS-104-C	5	5500	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	36x6	40x14
*Larrabee 20	1	1595	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	142	4170	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Mack A B	1½	3000	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.38	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	3	3850	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	J	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	48.37	Js	R	156	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	53.31	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Br-L 35	U	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Mack B B	1½	3500	Own	4	4¼x5	28.9	P&S	Str	E	N E	Own	U	4	Own	S R	*23.81	4	D	165½	6450	32x6	32x6 D
*Mack A B	1½–2	3000	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*34.4	R	D	146½	5400	36x4	36x6 S
Mack A B	2½–3	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*43.9	R	D	146½	5650	36x4	36x8 S
Mack B J	3–4	5800	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	*22.40	4	D	168½	8950	36x8	36x8 D
Mack A K	3½–5	4850	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	C	4	Own	D R	*45.3	4	D	162	8900	36x5	36x5 D
Mack A C	3½–5	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*48.4	Js	R	156	9100	36x5	40x10 S
Mack A C	5½–7	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*57.41	Js	R	156	9550	36x6	40x12 S
Mack A C	7½	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*67.1	Js	R	156	10050	36x7	40x14 S
Mack A B Tractor	5–6	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*51.1	D	R	122½	5700	36x4	36x8 S
Mack A C Tractor	7–10	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*58.00	Js	R	128	9150	34x5	36x5 D
Mack A C Tractor	11–14	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*62.2	Js	R	128	9600	34x6	36x6 D
Mack A C Tractor	15 Pas	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*73.5	Js	R	128	9950	34x7	36x7 D
Mack A B Bus C T	15 Pas	4650	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	196	7200	Opt.	Opt.
Mack A B Bus C T	29 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	225¼	7300	Opt.	Opt.
**†Mack A B Bus	25 Pas	6195	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	196	8545	34x7	34x7 D
**†Mack A B Bus	29 Pas	6295	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	225¼	8545	34x7	34x7 D
Mack A B Parlor Car	25 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	230½	7340	Opt.	Opt.
Mack A L Bus C T	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
Mack A L	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
**†Mack A L	29 Pas	8436	Own	6	4¼x5	43.3	P&S	Str	E	N E	None		—	Own	D R	—	—	—	233	11520	34x7	34x7 D
Moreland R R-6	1½–2	1850	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54000 H	Sp	32 95	4	D	158½	4000	32x6	32x6
Moreland B-6	2–2½	2200	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4500	36x5 S	36x6 S
Moreland E-6	2½–3	3700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	*4	D	182	6000	34x7	34x7 D
Moreland Ex. 6	3½–4	3750	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Tim 65704 N	Wo	46.0	*4	D	182	6500	36x4 S	36x8 S
Moreland E D-6	5	4700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Own	Wo	52.2	*4	D	196	8500	36x8	36x8
Moreland H-6	5	4990	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	*R	D	196	8000	36x5 S	36x10 S
Moreland H D S-6	6	5800	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	81.6	*4	D	221	10500	36x6 S	36x8
Moreland S D-6	10	6950	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	89.0	*4	D	220	11500	36x7 S	36x10 S
Moreland T T-6	10	8600	Con 15-H	6	4½x5¾	48.6	Pw	Str	P	Aut	Br-L 70	C	7	Own	Wo	98.5	*4	D	221	12500	36x7 S	36x10
*Fleet Arrow F A-1	1½–2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	33.3	4	Tr	140	3950	32x6.00	34x7
*Pierce-Arrow F A-1	1½–2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8400	36x5	36x6 D S
*†Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	D	R	162	9780	36x5	36x6 D S
*†Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.5	D	R	162	9440	36x6	36x7 D S
*†Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	168	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	132	940	36x6	36x8 D S
Relay 20 B	1	1700	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	—	142	4100	B 30x5	B 30x5
Relay S 11 B	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	30.0	4	—	162	4500	B 30x5	D B 30x5
Relay 30 A	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	—	168	5300	B 34x5	D B 34x5
Relay 40 A	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	—	168	5500	B 36x6	D B 36x6
Relay 50 C	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	—	175	7300	B 36x6	S 36x10
Relay 60 C	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	—	175	7450	B 36x6	S 36x12
Relay 70 C	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	—	175	8600	B 36x6	S 40x12
Relay 80 C	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	—	175	8800	B 36x6	S 40x14
Reo B A	½	895	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	28x5.25	28x5.25
Reo D A	1	995	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D C	1	1075	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W-G	U	3	Own	Sp	18.4	4	Tr	138	2850	30x5	30x5
Reo F A	1½	1295	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F B	Bus	1455	Own	6	3⅜x5	27.3	Pb	Sch	Vec	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	3900	32x6.75	36x8.25
Reo F E	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F F	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	3750	32x6	32x6
Reo F C	2	1595	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6 D
Reo F D	2	1695	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6 D
Reo G A	3	2035	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	163	4625	32x6	32x6 D

*See special notations. †See special notations.

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

Major Specifications and Mechanical Details of 1929 Commercial Car Built in the United States

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low,	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Reo G B	Bus	2200	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	34x7.50	34x7.50
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6 D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	46.2	4	Tr	134	4570	32x6	32x6 D
*Republic 75-4	1¼	1395	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
*Republic 76-4	1½	1575	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	146	3350	30x5	30x5
Republic 85	2	2095	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	R	155	4250	30x5	30x5 D
Republic 88	2	1945	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	26.5	R	R	110	3350	30x5	30x5 D
Republic 50	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	D	143	4100	30x5	30x5 D
Republic 58	2½	2495	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	27.5	R	D	122	4300	32x6	32x6 D
†Republic 60-61	2½	2985	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	22.0	R	D	151	4600	32x6	32x6 D
Republic 65	3	3695	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Eat	D R	36.0	4	D	179	6100	34x7	34x7 D
Republic 15W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Int	28.8	D	R	153	4200	34x4 S	34x7 S
†Republic 25W-25WRB	3	3390	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	40.3	D	R	165	5800	36x5 S	36x10 S
Republic 30W-30WB	4½	4185	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	49.2	D	R	156	6700	36x5 S	36x12 S
Rugby Lt. Dely Panel	½	*775	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Rugby Fast Mail Panel	¾	*975	Con	6	2⅞x4¾	19.8	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	4	110	2600f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	18.2	Pb	Til	Vac	Aut	Own	C	4	Own	Sp	22.4	4	4	128	2530	30x5	30x5
Rugby Mod X	1¼	680	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	24.16	4	4	124	2175	29x5	30x5
Service 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	—	142	3900	B 30x5	B 30x5
Service S 11 Y	1½	1990	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	—	162	4300	B 30x5	D B 30x5
Service 30 Z	1½	2900	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4700	B 34x5	D B 34x5
Service 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4900	B 36x6	D B 36x6
Service 50 Z	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7000	S 36x5	S 36x10
Service 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7100	S 36x5	S 36x12
Service 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8200	S 36x6	S 36x12
Service 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8400	S 36x6	S 36x14
Standard 2½ K	2½-3½	3200	Con K-4	4	4⅛x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	C	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	C	7	Tim 66700	Sp Wo	83.0	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	C	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
*Stewart Buddy 21	¾	895	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	Sp	30.0	R	D	118	2694	30x5.50	30x5.50
*Stewart Buddy 21 X	1	995	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Vac	Rem	W-G	U	3	Sal	Sp	30.0	4	D	128	2806	30x5	30x5
*Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 24	1½	1645	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3917	30x5	30x5 D
*Stewart 24 X	1½	1645	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3917	30x5	30x5 D
*Stewart 25	2	1975	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4088	32x6	35x7
*Stewart 25 X	2	1975	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4088	32x6	32x7
*Stewart 25 W	2	2095	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	146	4160	32x6	34x7
*Stewart 25 X W	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	145	4160	32x6	32x7
Stewart 26 X	2	2190	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	145	5020	32x6	32x6 D
Stewart 26 X W	2	2290	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6 D
*Stewart 18 X	2½	2690	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6 D
*Stewart 19 X	3	3490	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	34.8	4	D	165	6540	36x5	36x10
*Stewart 22 X	4	4200	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	12	Tim	Wo	34.8	4	D	165	7990	36x5	36x12
Studebaker G K-N	1	1075	Own	6	3⅜x4⅝	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp	13.7	4	Js	146	2830	30x5	30x5
Studebaker "77" Jr.	*3½	2585	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	158	4745	20x6.75 B	20x6.75 B
Studebaker "88" Spec.	*3½	2935	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	184	4745	20x7.50 B	20x7.50
Studebaker "99" H. D.	*4	3485	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	4	Eat	Sp	24.6	4	Js	184	5210	20x7.50 B	20x7.50
Stud. Ersk. Mod. 52-B	½	675	Con 9 F	6	2¾x4½	18.0	P C	Sch	Vac	Rem	W-G	U	3	Tim	Sp	15.6	4	4	109	....	30x5.00	30x5.00
Victor 30	1¼	1595	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	131	3000	30x5	30x5
Victor 35	1½	1895	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	144	3200	30x5	30x5 D
Victor 40	2	2195	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4300	32x6	34x7
Victor 45	2½	2495	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4500	32x6	32x6 D
Victor 70	3	3495	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	5800	34x7	40x8
Victor 75	3½	3895	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	6000	34x7	34x7 D
Whippet 96	½	365	Own 96	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	15.84	4	R	100¼	1469	28x4.75	28x4.75
Whippet 96 A	½	365	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1526	28x4.75	28x4.75
†White 15 B	1	1545	Own G K A	4	3⅜x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3774	32x6	32x6
†White 20-A	1½	2125	Own G K A	4	3⅜x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
†White 51-A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	50.4	D	R	174	8402	36x5 S	40x5 S D
†White 52-T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	58.4	D	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	5	Own	I G	91.9	D	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	D	A	180	7400	36x5 S	36x5 S D
*†White 50B 25-29 Pas.	—	5350	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	19.3	R	D	198	6494	34x7	34x7 D
*†White 53 18-21 Pass.	—	4250	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	18.1	R	D	180	6000	34x7.50B	34x7.50DB
*†White 54 25-29 Pass.	—	7500	Own 1 A 1	6	4⅜x5¾	45.9	Pw	Zen	Aut-P	L-N	Own	U	4	Own	Sp	23.0	4	D	227	7915	38x9.00B	38x9.00DB
White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	3	Own	Sp	17.5	*4	D	138	3738	30x5	32x6
Willys-Knight 15	1½	1545	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	164	5020	32x6	32x6 D

GENERAL NOTATIONS

•†**REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the **"SPECIAL NOTATIONS."**

CAPACITIES given in this table are in tons or fractions of tons. Bus capacities are given in number of passengers. *On GMC Line shows maximum allowable gross weight.

TIRE EQUIPMENT where not otherwise indicated is solid.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Fb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; P&S, pressure with splash; CS, circulating splash. Sp, Splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump Auto-P, Auto pulse; E, Electric pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION—Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine. J, Jackshaft.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTES

AMERICAN-LA FRANCE

**On Model W—This model is also available with worm drive axle.

AUTOCAR

†Engines in these models are located under the driver's seat.

DURANT LINE

*Price includes panel body.

G. M. C. LINE

*Capacity given in all cases is maximum allowable total gross weight, including chassis, cab, body and load.

Model T-19 is available in six standard types with different tire and wheel equipment. Each has a specified straight rating capacity. Three types have 127¾-inch wheel base and three have 145¾-inch wheel base.

Model T-30 is built in nine types, varying in capacity, tire and wheel equipment on three wheel bases—136, 152, 164 inches.

Model T-42 is built in twelve types, varying in capacity, tire and wheel equipment on four wheel bases—136, 152, 164, 175 inches.

Model T-60 is built in twelve types, varying in capacity, tire and wheel equipment on four wheel bases—140, 160, 180, 200 inches.

Model K-102 is also built as type 6002 with the same specifications except on 184-inch wheel bases. Price $4,350.

FLEET-ARROW LINE

*Model F. A. 1 is also available as Model F. A. 2, at $2,500 on wheel base of 160 inches, weight 3,975 lbs., and as Model F. A. 3, at $2,550, with seven speed transmission, on 180-inch wheel base weight 3,985 lbs.

HAHN LINE

*Model 24 also available as Model 26, priced $1,495, on 144-inch wheel base, with Buda H. S. engine, 6-cyl. 3⅝x4½ inches rated 27.3 h. p., weight 3,200 lbs.

*Model 34 also available as Model 36, with Buda H. S. 6 engine (described above), weight 3,850 lbs.

*Model 44 also available as Model 46, priced $2,410, on 156-inch wheel base, with Buda H. S. 6 engine, as in Model 26, weight 4,200 lbs.

†Model 56 also available on 171-inch wheel base.

INTERNATIONAL HARVESTER LINE

*Model HS-54 also available in the following wheel bases, 130-inch tractor, 170 185 and 200-inch.

*Model HS-54-C also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

*Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

*Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

*Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bevel or double reduction axles available in 30. Worm or double reduction axles in 60 and 70. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

*Model AB, 1½ to 2 ton model, also available with double reduction rear axle; priced $3,450.

*Model AB, 2½ to 3 ton model, also available with double reduction rear axle; priced $3,850.

CT—City type bus.
P—Parlor type bus.
†Gas electric drive.
**Equipped with electric brakes on rear wheels and hand brake on drive shaft.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,500 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,550 on 180-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,500 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base, weight 9,050 lbs.

*Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

*Model 75-4, also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¾ by 4½ inches, rated 25.3 h. p., weight 3,150 lbs.

*Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

**Model 62, same as 60-61, on 171-inch wheel base, $3,949.

†Model 25W—25WRB available with four wheel brakes.

**Model 66, same as 65, on 200-inch wheel base, $3,750.

**Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

**Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

**Model 85 also available on Model 85 on 170-inch wheel base, price $2,150.

**Model 50-51 also available as Model 51 on 170-inch wheel base.

REO LINE

*Tonner in wheel base, 123, 133; 1½ in wheel base, 137, 156, 152; 2 in. wheel base, 152, 168, 3 in. wheel base, 163, 179, 124

STEWART LINE

*Buddy ¾-ton can be equipped with 4 wheel brakes.

*Buddy 1-ton can be supplied in 138-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

*Models 24 and 24X can be supplied in 132 and 160-inch wheel base.

*Models 25, 25W, 25X and 25XW can be supplied with dual 32x6 tires, also 160-inch wheel base.

*Model 26X and 26XW can be supplied in 148 and 190-inch wheel base.

*Model 18X can be supplied in 148 and 190-inch wheel base.

*Models 19X and 22X can be supplied in 148, 172, 190 and 220-inch wheel base.

WHITE LINE

*Bus Model 53 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 58 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs.; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

FORD LINE

*Rear axle ratios of 5.1 to 1 and 7.25 to 1 are also available.